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G-MB 764/63

20 November 1963

No. Copy 6

MEMORANDUM FOR: Chief, Military Division, OCI

ATTENTION: [REDACTED]

FROM: Chief, CIA/PID (NPIC)

SUBJECT: Shipunski Peninsula, Kamchatka USSR, Photo Study

REFERENCE: Requirement No. C-C13-80,815 (Project No. C 1671-63)

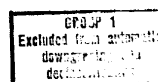
1. A preliminary photographic study was made of all available coverage of the Shipunski Peninsula, Kamchatka, USSR (53 06N-160 02E), approximately 45 nm ENE of Petropavlovsk, in order to determine the presence of suspect submarine or related activity in this area.

2. A mission by mission analysis of all activity discernable in this area from coverage dated [REDACTED] has revealed the following suspect activity in the Shipunski Peninsula area:

(a). An unidentified installation (annotated on the accompanying graphics as area "A") first noted on [REDACTED] under construction on the North side of Bechevinskaya Bay at 53 16N-159 48E. Subsequent mission coverage has indicated that this area contains a small barracks-type support area, a small possible secured area, a few buildings situated at both the top and base of a small truncated spur which protrudes into the upper portion of Bechevinskaya Bay.

(b). A possible naval base (annotated as Area "B"), first noted under construction on [REDACTED] at 53 16N-159 47E, located approximately 4,000 feet SE of the unidentified installation (Area "A") noted above. This area contains approximately 10 small buildings, extensive ground scarring activity, 3 new roads, one 430 feet long pier approach (probably of rock fill construction), and one probable new pier base under construction.

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- 2 -

(c). One operational SA-2 SAM site, first observed on [REDACTED] located at 53 12 48N-159 46 30E in [REDACTED] nearly inaccessible terrain 7 nm west of Baza and 3½ nm south of area "B". Additional unidentified construction activity located tangent and SSW of the SA-2 site has been observed since [REDACTED] This activity consists of a cleared area with possibly one or two buildings.

[REDACTED]

(e). Two large and 4 small unidentified vessels and one possible large dredge were observed in Bechevinskaya Bay on [REDACTED]

[REDACTED]

3. A more detailed description of the activity noted in the course of this study, containing texts keyed to each instance of photographic coverage, is forwarded via enclosure (1) to this memorandum.

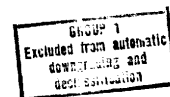
4. An attempt was made to compare the facilities observed at Bechevinskaya Bay with those of another installation recently confirmed as a naval (submarine) operating base (Pavlovskogo Bay Naval Base). The results of this comparison are forwarded as enclosure (2) to this memorandum.

5. The measurements obtained for both the pier approach and the vessel located in Bechevinskaya Bay (see Photo # 10) were performed by the Technical Analysis Branch, TID (NPIC). Lack of sufficient ephemeris information from [REDACTED] precluded the obtaining of reliable mensuration data on objects noted in photos 6 and 7.

6. All coordinates referenced in this memorandum were obtained from the unedited proof copy of AMS Series DESPA-1, Sheet NN 57-8. The photography plotted on USATC 0194-18A (Map # 2) is relative; hence no attempt was made to plot on map # 2 the installations described in the text.

7. Forwarded for your retention is a notebook (CIA/PID/GMB/P-5034/63, copy number 1) containing 13 annotated photo enlargements, 4 annotated maps, and pertinent extracts from H.O. 122A. It is intended that these enclosures be incorporated at a later date into a larger study on Soviet Pacific Fleet Submarine Bases and Operational Areas now in preparation.

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- 3 -

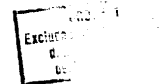
8. The photo analysis on this project was performed by [REDACTED]
CIA/PID/GMB (NPIC), who may be contacted on [REDACTED] for any additional
information.



ENCLOSURES:

1. Description of Activity Observed in Shipunski Peninsula
Area, Kamchatka, USSR, from [REDACTED]
2. A comparison between the Possible Naval Base Observed Under
Construction at Bechevinskaya Bay with Pavlovskogo Bay Naval
Base.
3. One notebook (CIA/PID/GMB/P-5034/63, copy number 1).

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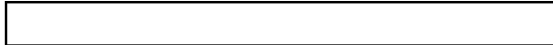
TOP SECRET DESCRIPTION OF ACTIVITY OBSERVED IN SHIPUNSKI PENINSULA
AREA, KAMCHATKA, USSR,

Photo No. 1 (mosaic)



Photo No. 1, representing the most recent cloud-free coverage of the entire Shipunski Peninsula, is forwarded as an inclusive small-scale view of the whole area under investigation. It will be noted that photo no. 1 contains a key to the larger scale photos (nos. 2-11) illustrating the specific areas of interest described in this memorandum.

Photo No. 2



No activity was noted on either side of Bechevinskaya Bay. Bay ice extends approximately 1,700 feet to seaward from the subsequent location of a large pier approach seen on photos no. 10 and 11.

Photo No. 3

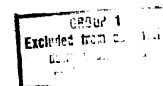


Analysis of photography revealed an unidentified installation, apparently still under construction, situated on the northern shore of Bechevinskaya Bay, approximately 4 nm from the entrance to the bay, at 53 16 30N-159 48 25E. The installation at this time consisted of: (1) two buildings located at the base of a small truncated spur which extends from a ridge line and protrudes slightly into the bay at this point; (2) two faint trails in the shape of a "v" leading straight up the side of the spur and intersecting in a small cleared area on top of the spur (no buildings are as yet discernable on top of the spur); (3) a probable support area consisting of approximately 6 possible barracks-type buildings situated in a level valley just back from the bay; (4) an isolated snow-cleared, road-served area located approximately 1,500 feet to the west of the support area described above; and (5) a road-served small probable pier area located against the eastern base of the ridge and immediately south of the furthest encroachment of bay ice. This installation is labelled, and shall henceforth be referred to as Area "A". No vessels were noted in Bechevinskaya Bay on this coverage.

Photo No. 4



A faintly discernable SA-2 SAM site and two associated support buildings are keyed into a poor quality small scale view of Bechevinskaya Bay and vicinity.

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- 2 -

Five very small launch positions and the corner outlines of 2 possible support buildings were barely visible on [REDACTED] coverage of this area. The SAM site is located at 53 12 48N-46 30E, approximately 7 nm west of the town of Baza (see map no. 2) and 4 nm SE of the unidentified installation at area A (see photo no. 8 for a more detailed view of this site).

Photo No. 5



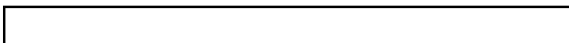
One new pier apparently of hard fill construction, was observed at 53 16 10N-159 47 20E. Another new pier of undetermined construction is located approximately 1,000 feet ENE of the probable hard fill pier just noted. Approximately 5 small new buildings have been constructed just north of the piers. (This area shall now be referred to as Area "B"). As yet there appears to be no road link between area "A" (the unidentified installation first noted in photo no. 3) and area "B"; however, a new road appears under construction linking the buildings of area "B" with the two piers. An unimproved trail paralleling the NW shore of Bechevinskaya Bay can be seen leading approximately 1½ nm SW from area "B" to the shingle spit extending into the middle of the bay at this point. The trail does not as yet appear to have spans over any of the numerous small steep ravines located in the area.

Photo No. 6

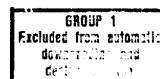


Although the over-all quality of [REDACTED] coverage over the Shipunski Peninsula is poor it was noted that the glare effect recorded on the forward camera enabled a more detailed examination of over water targets than did the aft camera (see photo no. 5). The following marine activity was observed in Bechevinskaya Bay from this photography: two large and four small unidentified vessels; and one possible large dredge. Although windslick was noted on the NNE sides of the larger vessels in the bay it was felt that the greater tonal change noted in the water NNE of the rectangular object evaluated as a possible dredge could have been caused by a combination of wind slick and discoloration - possibly due to dredging activity. Two small piers are visible just to the SE of Area "A".

Photo No. 7



This small scale view of the NW portion of the Shipunski Peninsula was included to illustrate the relative positions of the SA-2 SAM site located 3½ nm south of Area "B" and also a new unidentified circular area located 7 nm east of Area "B".

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Poor imagery of all but the SAM site, a more detailed view of which can be seen in photo no. 8, precluded any detailed interpretation from this coverage of the Shipunski Peninsula. Two, and possibly 4, small buildings were faintly visible at this time in a clearing atop the truncated spur located at Area "A". Only one pier was noted in each of the two areas ("A" and "B") along the NW shore of Bechevinskaya Bay. A faint trail was noted between Areas "A" and "B", and the trail leading SW from Area "B" to the shingle spit appears to have been slightly improved; the first few ravines appear to have been spanned at this time. (For a more detailed view of Areas "A" and the unidentified circular area to the East see photos no. 9 and 10).

Photo No. 8

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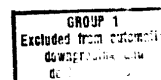
Photo no. 8 is the best view, to date, of the SA-2 SAM site located on the westernmost corner of the Shipunski Peninsula at 53 12 48N-159 46 30E. The site is located on a small level area atop a 1,000 feet ridge and is served by a winding road which crosses very difficult terrain to a landing area situated just to the ENE of the shingle spit on the SE side of Bechevinskaya Bay. No berthing or off-loading facilities were noted in this area. A support area containing 2 large and several smaller buildings is located just east of the launch area. As noted on the photography an unidentified, small, apparently circular, cleared area, containing possibly one or two buildings, can be seen tangent to the south side of the main launch complex.

Photo No. 9

25X1

This is a later, larger scale view on better quality photography of the unidentified circular area located on the east side of Mys Argali at 53 15 30N-160 01 10E, which was faintly visible on (see photo no. 7). Although scattered clouds covered a large portion of this area the following activity was observed: (1) an irregularly defined circular area just north of, and connected by road with; (2) a support area containing an undetermined number of large buildings (approximately 4 barracks-type buildings were visible through the clouds); (3) a probable pipeline connecting the support area with a small lake located approximately one nm to the WSW; and (4) a newly improved road serving the entire installation can be observed switch-backing over two steep ridges before descending to a beach area located approximately 1.5 nm to the south. No off-loading or berthing facilities for supply vessels were noted in this area. (Note: USATC 0194-18A labels the headland at 53 16N 160 01E as "Mys Argali". H.O. 5810 labels only the island at the tip of this headland as "Ostrov Morzhovy", and labels the next cape north at 53 19N-159 59E as "Mys Argali". Since the photos are keyed into USATC 0194-18A they are labelled accordingly).

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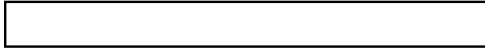
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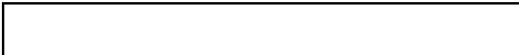
- 4 -

Photo No. 10



This photography is the latest and best coverage of the inner portion of Bechevinskaya Bay. The following additional activity has been noted in Area "A" (the unidentified installation first noted in since (see photo no. 3): the barracks/support area now appears to contain 8 buildings; as indicated in the text to photo no. 7 above, 2, and possibly 4, buildings are visible in the clearing atop the truncated spur located just south of the barracks area. Construction activity is continuing in Area "B" as evidenced by the heavy ground scarring in this region. Area "B" presently contains approximately 8-10 small buildings and is now connected to Area "A" by a new road (see photos no. 5 and no. 7). The object previously identified as a pier at 53 16 10N-159 47 20E (see photo no. 5), upon analysis of better quality photography, now appears to be connecting causeway, or pier approach, to an offshore pier yet to be built. The sides of this projection appear irregular - they do not appear suitable for the alongside berthing of vessels. The pier approach has an approximate over-all length of 430 feet. Approximately 500 feet SW of this pier approach a probable new pier base appears to be under construction. The upper of the two piers noted in photo no. 5 is no longer present. The road leading SW from Area "B" to the shingle spit is still under construction. Only one unidentified vessel, approximately 190 feet in length, was noted in the upper, cloud-free portion of Bechevinskaya Bay.

Photo No. 11



This graphic illustrates the latest available plots, derived from aerial photography, of the encroachment of bay ice into Bechevinskaya Bay. It should be noted that the ice charts extracted from H.O. 122A indicate that the furthest limits of sea and land-fast ice occur during the month of February - a month for which no recent photographic coverage of this area is available. A projection of the limits of bay ice that could reasonably be expected in Bechevinskaya Bay for the month of February should plot in the vicinity of the narrows formed by the shingle spits - a distance of approximately 1.5 nm SSW of the long pier approach. Whether such ice would be navigable throughout the winter is not known.

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GROUP 1 Excluded from automatic downgrading and declassification

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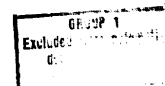
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A COMPARISON BETWEEN THE POSSIBLE NAVAL BASE OBSERVED UNDER CONSTRUCTION
AT BECHEVINSKAYA BAY WITH THE PAVLOVSKOGO BAY NAVAL BASE.

Photos No. 12 and 13

Within the limitations imposed by the differences of terrain and the sequence of construction progress it is, nevertheless, possible to define certain areas of similarity between the possible naval base under construction at Bechevinskaya Bay and the naval (submarine) base located at Pavlovskogo Bay, formerly Strelak Strait, Anna (42 52N 132 32E).

- (1). Both areas are defended by SA-2 SAM sites located within 5 nm of the pier areas.
- (2). The long causewayed pier approach observed in Bechevinskaya Bay (see photo no. 10) appears similar in design to those located at the Strelak Strait Naval Base, Anna (refer to photo no. 11).
- (3). The layout of the barracks support area associated with Area "A", Bechevinskaya Bay (photo no. 10), is similar in design, although not identical, to the general pattern associated with the temporary barracks area constructed at Anna.
- (4). Neither area is served by rail. The Naval Base at Anna is connected by a good road to the railhead at Promyslavka - some 9 nm to the NW - while the Bechevinskaya Bay area is, at present, solely on waterborne re-supply.

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25X1



Photo #1 (Mosaic)

25X1

25X1



Area A and B	-
GA-2 SAM site	-	_____
E/I activity	-	_____

03-000001 PBA-000001
KAMUTIAKA, USSR
03-000001 100-000
USATC 01-0-11
(in enlargement)

25X1

Photo #2

25X1



Areas A and B
(No activity observed)

BECHUVINSKAYA BAY
KAMCHATKA, USSR

NO. 1, 1-1-1
USAFS 1-1-1
(contact point)

PROTEIN INTERACTIONS
AND
CELLULAR LOCALIZATION

(1988) and (1990) have shown that

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K1



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Areas A and B (Photo #10) -

BECHEVINSKAYA BAY
KAMCHATKA, USSR

53-16N, 159-47E
USATC 0194-18
(7x enlargement)

Photo #5

25X1

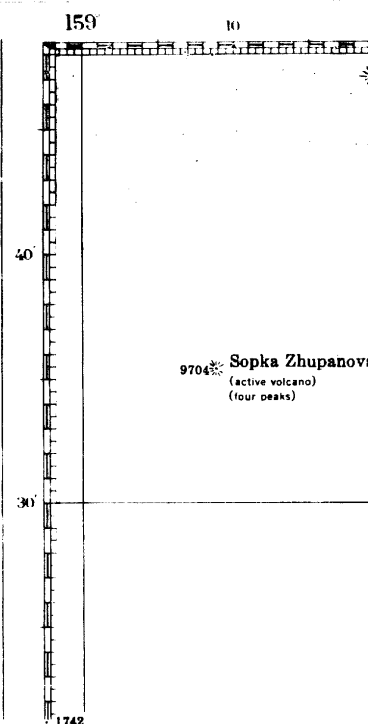
Two piers

Unimproved trail

BECHEVINSKAYA BAY
KAMCHATKA, USSR


53-16N, 159-47E
USATC 0194-18
(20x enlargement)

New area under construction (Area B) -



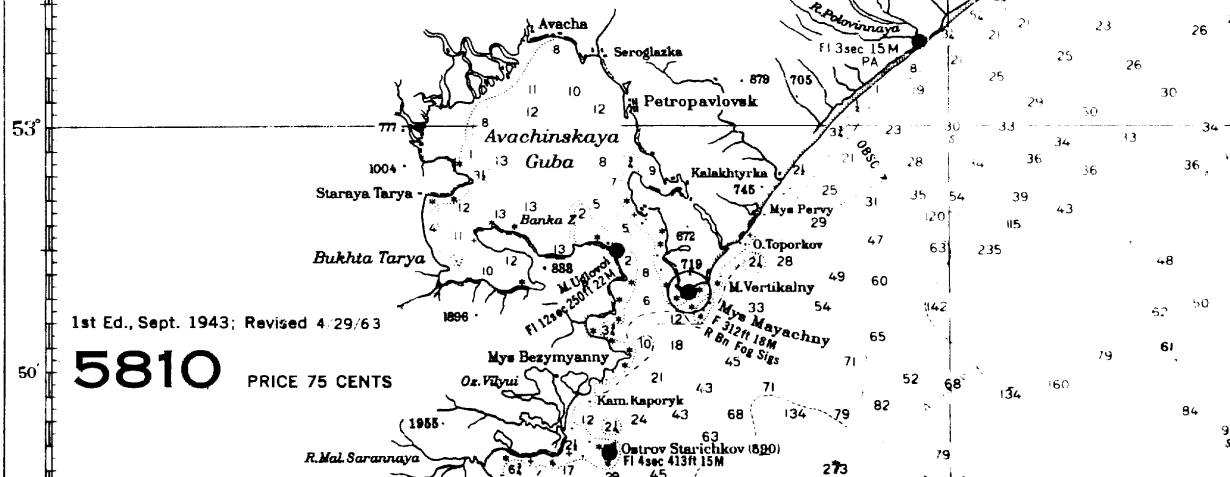
• 344.

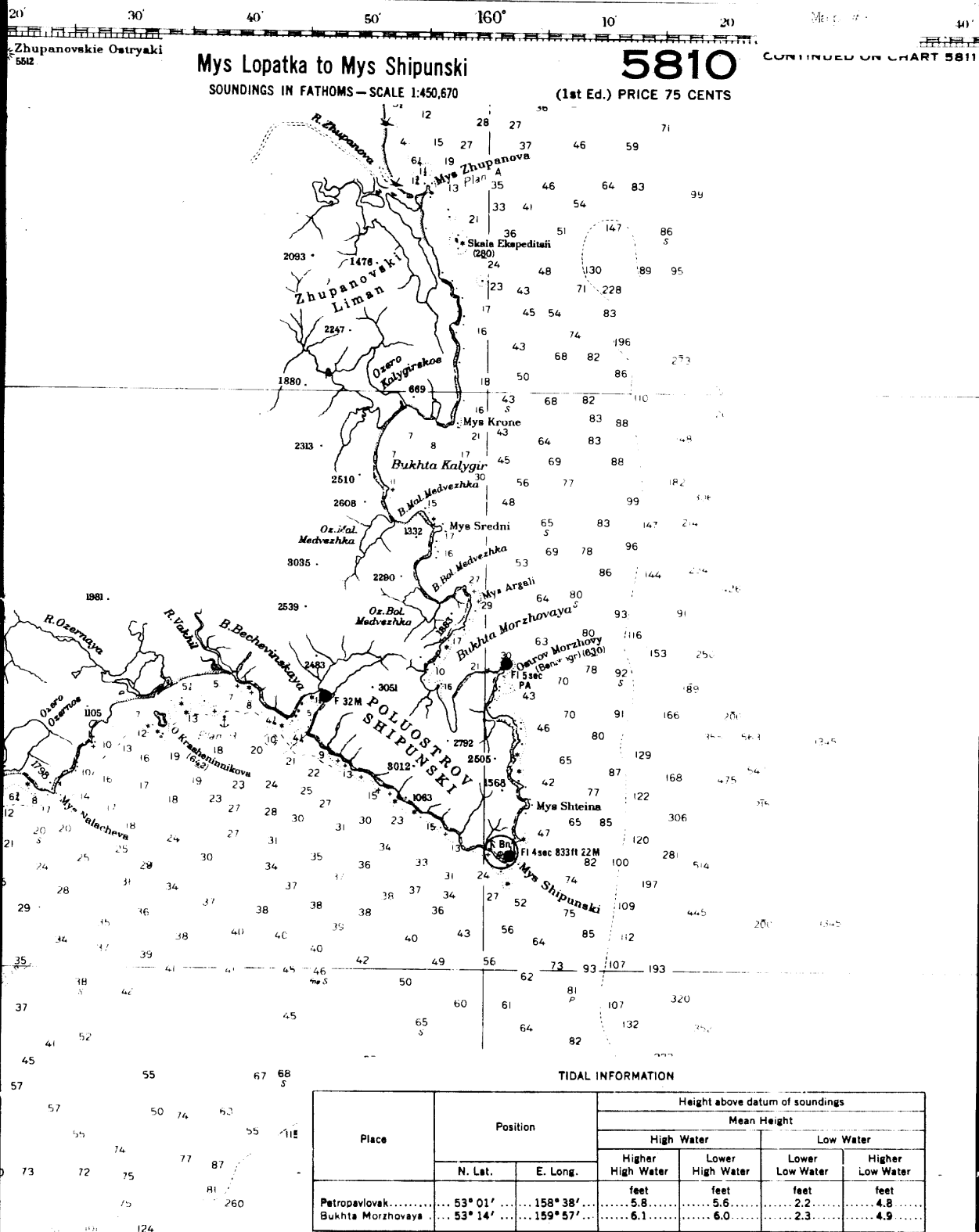
From U. S. S. R. charts to 1942 & Japanese surveys to 1921
with additions and corrections from various sources to 1959

spka Kozelskaya
(cone shape) 7178 

For Symbols and Abbreviations, see Chart No. 1

SCALE 1:450,670 AT LAT. 52°





BUKHTA BECHEVINSKAYA

153

6-53 Kamchatka current.—Between Mys Shipunskiy and Mys Vertikalnyy the main stream of the constant Kamchatka current flows in a general south-southwesterly direction and has a velocity from 0.7 to 0.9 knot; southward from Mys Shipunskiy, a narrow branch of the main Kamchatka current flows in the direction of Mys Nalacheva and has a velocity of 0.5 knot.

Tidal currents.—In the vicinity of Mys Shipunskiy the tidal currents attain a rate of $1\frac{1}{4}$ to 2 knots at springs and 1 knot at neaps. The tide wave advancing from the ocean divides at Mys Shipunskiy, one branch setting northward and the other northwestward along the coast. The two branches of the ebb currents meet about 10 miles southeastward of Mys Shipunskiy and form eddies and also a very confused short sea when the wind is fresh.

6-54 Directions.—Very dense fogs are prevalent in the vicinity of Mys Shipunskiy. A vessel approaching Mys Shipunskiy in thick weather should sound continually and should navigate in depths of not less than 60 fathoms. With smooth water the eddies will give a warning of the proximity to the cape. The bottom shelves more steeply off the eastern side than off the southern, and particularly the southwestern, side of the cape. The bottom is mainly shingle, changing to sand northward of the cape and to rock as the cape is approached.

6-55 MYS SHIPUNSKIY TO AVACHINSKAYA GUBA.—Landmarks.—Sopka Koryatskaya (Strelochnaya) is an extinct volcano situated about $22\frac{1}{2}$ miles southwestward of Sopka Zhupanova (see Sec. 6-34); its well-shaped conical summit rising to a height of 11,345 feet makes it a very conspicuous landmark particularly from the Avachinskaya Guba (Avacha Bay).

Sopka Avachinskaya, an active volcano, stands about 5 miles southeastward of Sopka Koryatskaya; its double-cratered summit rises to a height of 8,960 feet and ordinarily is identified by a light smoke rising from one of its

craters. There is never any snow near its summit owing to internal heat.

Sopka Kozel'skaya, an extinct volcano rising to a height of 7,178 feet, stands about $2\frac{1}{2}$ miles southeastward of Sopka Avachinskaya. Its conical summit with gentle slopes is a particularly excellent landmark for the approach to Avachinskaya Guba, because it is situated only 10 miles inland and the white stripes of snow on its black slopes can be discerned through a light fog that may be sufficient to obscure other peaks.

6-56 Coast.—From Mys Shipunskiy the coast trends almost in a straight line northwestward to the southeastern entrance point of Bukhta Bechevinskaya. This elevated and bluff coast is backed by a mountain range with numerous sharp peaks rising to heights from 1,500 to almost 2,000 feet at about $1\frac{1}{4}$ to 2 miles inland. Numerous small spurs of this mountain range extend to the coast and terminate in small slightly projecting headlands fringed with rocks and reefs that extend a short distance offshore; these headlands are separated by small coves with creeks and sandy beaches suitable for landings from ships' boats.

The depths about 1,600 yards offshore range from 14 to 16 fathoms, sand, and steadily increase seaward.

Landing in small boats can be conveniently made in either of the two small coves located respectively $8\frac{1}{4}$ miles and 7 miles northwestward of Mys Shipunskiy.

Warning.—The entire water area westward of a line commencing at the southeastern entrance point of Bukhta Bechevinskaya and extending approximately 229° for about 59 miles to Mys Krutoy is dangerous for navigation. For pilots to enter this area, see Section 6-105.

6-57 Bukhta Bechevinskaya (*H. O. Chart 5810*) is a bay entered between Mys Vkhodnoy, its southeastern entrance point, located 12 miles northwestward of Mys Shipunskiy, and Mys Lovushok (meaning "Cape of Traps"), located about $1\frac{1}{4}$ miles

H. O. 122A

farther northwestward. This bay indents the land in a northeasterly direction for over 5 miles and has a uniform width of slightly over 1 mile. About 2 miles within the entrance of the bay a shingle spit extends from either side of the bay toward its middle; the spits approach each other at almost a right angle, leaving between their extremities a narrow passage not exceeding 80 yards in width. These spits divide the area of the bay in two nearly equal parts. The southwestern part of Bukhta Bechevinskaya is accessible to vessels. The western shore is high and cliffy; the eastern shore is lower but is precipitous and fringed by a narrow shingle and gravel beach, which in places becomes submerged at high water. Several rivulets flow into the bay. In 1919 the area around the bay was uninhabited.

6-58 Depths—Dangers.—At the entrance to Bukhta Bechevinskaya and somewhat closer to its northwestern entrance point the depths are about 8 fathoms. However, it should be noted that the entrance to this bay is fronted particularly on its eastern side by an area with an uneven bottom that has numerous patches with least depths of $4\frac{1}{4}$ and even $3\frac{1}{4}$ fathoms. Depths of 5 fathoms or greater extend for a distance of less than 1 mile inside the entrance.

The depth in the passage between the spits is $2\frac{1}{4}$ fathoms, but a narrow channel with a least depth of $1\frac{1}{4}$ fathoms in the fairway leads to the passage.

The northeastern half of the bay has not been completely surveyed, but several lines of soundings show, northward of the spits, an almost immediate increase in depths that range between 23 and 28 fathoms in the greater part.

The southern side of Mys Lovushek terminates in two small projections; it is fringed with rocks and reefs that extend from it southward and southwestward for a distance of 800 yards and terminate among depths of 7 to 8 fathoms. This point should not be approached from southwestward. A short rocky ledge extends from the southeastern entrance point in a southwesterly direction, and terminates in a

submerged rock 240 yards offshore.

Lights.—A light is shown on Mys Vkhodnoy, from an unpainted wooden truncated pyramid. Another light is shown on Mys Lovushek from a similar structure.

Landmark.—The entrance points to Bukhta Bechevinskaya are not conspicuous from the offing, but grayish-yellow cliffs immediately northward of Mys Lovushek stand out conspicuously against the generally darker background, and as there is no other place in the vicinity with similar coloring, this is an excellent landmark.

Anchorage.—Vessels with local knowledge may anchor in the southwestern half of Bukhta Bechevinskaya in depths from 3 to 6 fathoms, sand. A good position is in $5\frac{1}{4}$ fathoms, sand, with the two projections of Mys Lovushek in range, bearing 356° , and the southeastern entrance point bearing 175° .

6-59 Tides and tidal currents.—The mean high water interval in Bukhta Bechevinskaya is 3 hours 6 minutes. Springs rise $4\frac{1}{4}$ feet; neaps, 4 feet. The tidal currents in the bay are almost imperceptible except in the passage between the spits, where, with the spring tides, the currents attain a velocity of 6 to 7 knots.

6-60 Ostrov Krashenninnikova—Dangers (plan on H. O. Chart 5810).—Ostrov Krashenninnikova, an island lying 6 miles westward of Mys Lovushek and less than 1 mile offshore, is precipitous and rises to a height of 679 feet. This island is surrounded by rocks, and a detached pillar-rock stands half a mile south-southwestward of its southern extremity. About 1 mile southward of the island there are even depths of 14 to 16 fathoms, but the area neighboring the island has not been surveyed.

The entire area northward of a line connecting the island with the entrance to Bukhta Bechevinskaya is obstructed by scattered sunken dangers, the outermost of which is an isolated submerged rock, only occasionally marked by breakers at low water, located $2\frac{1}{4}$ miles east-northeastward of the southern extremity of the island.

Photo #6

25

One small U/I vessel

Two large U/I vessels

One possible large dredge

Three small U/I vessels

BECHEVINSKAYA BAY
KAMCHATKA, USSR

53-16N, 159-47E
USAC 0194-12
(10x enlargement)

Photo #7

K1
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U/I circular area

Area A

Area B

SA-2 SAM site

BECHTINSKAYA BAY
KAMCHATKA, USSR

54-16N, 159-47E
0047C 0194-18
(7x enlargement)

Photo #8



SHIPUNSKI PENINSULA
KAMCHATKA, USSR

53-13N, 159-47E
USATC 0194-18
(20x enlargement)

5X1

Photo #9

U/I circular area

Support area
(approx 4 barracks-type
buildings visible through clouds)

Probable pipeline trace

MYS A-241 (CAPE)
SHIPUNSKI PENINSULA
KAMCHATKA, USSR

53-16E, 160-01E
USATC 0194-18
(20x enlargement)

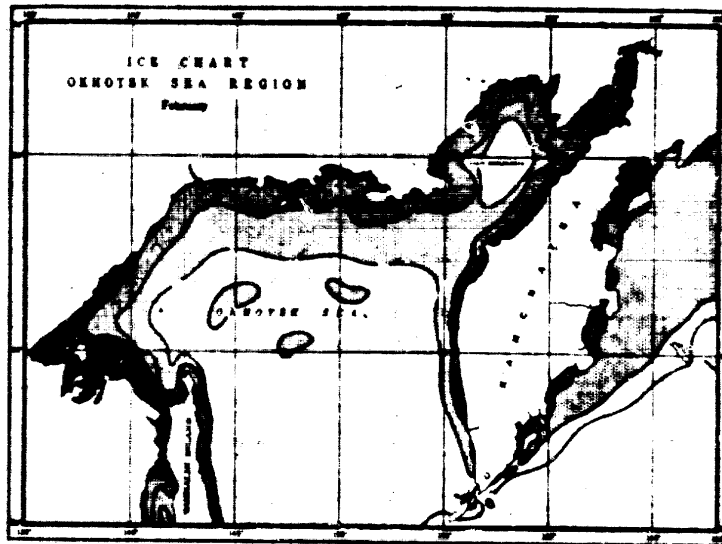
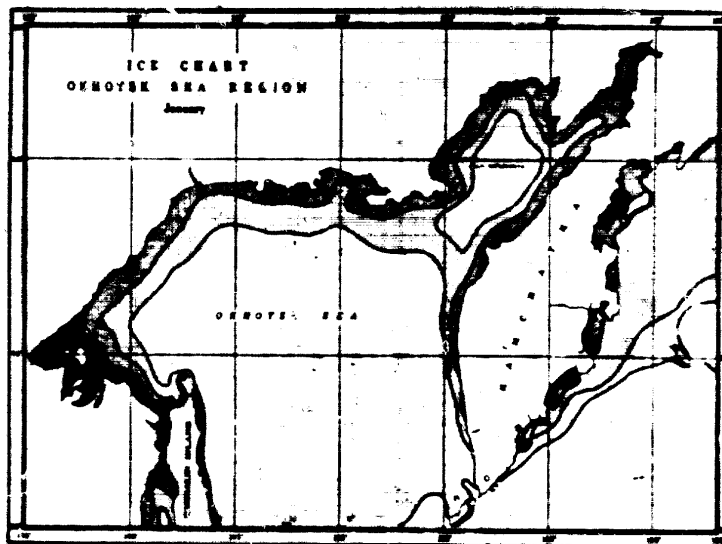
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28

GENERAL REMARKS

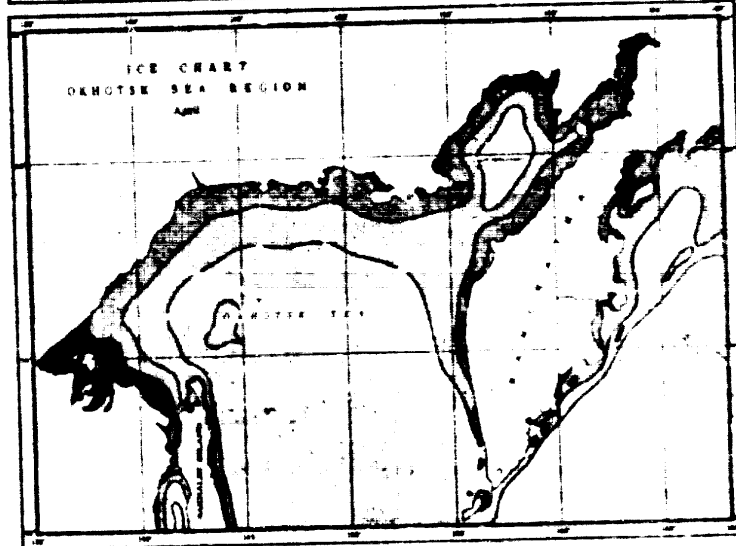
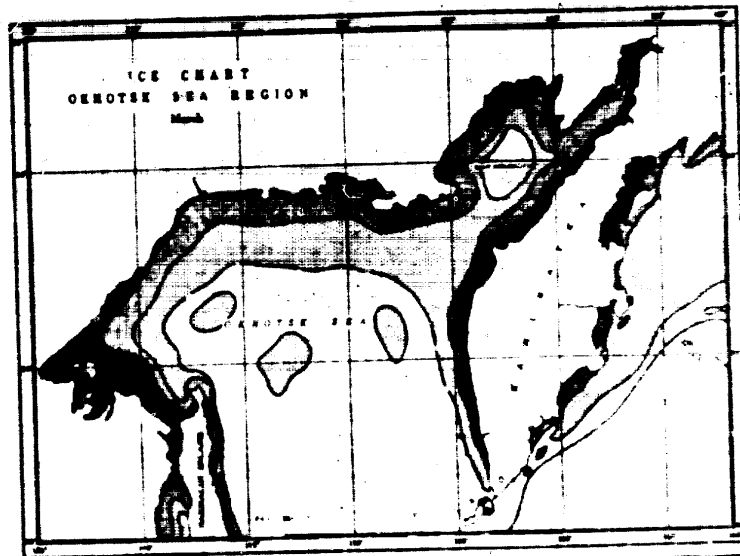






-  Unbreakable ice and land-fast ice, occasionally penetrable by powerful icebreakers.
-  Generally unbreakable ice and land-fast ice. Icebreaker assistance normally required, although at times penetrable by heavily built vessels.
-  Ice and land-fast ice generally navigable by heavily built vessels.
-  Ice and land-fast ice generally navigable by unreinforced vessels.

E. O. 123A

ICE CHARTS

29



-  Unnavigable sea and land-fast ice, occasionally penetrable by powerful icebreakers.
-  Generally unnavigable sea and land-fast ice. Icebreaker assistance normally required, although at times penetrable by heavily built vessels.
-  Sea and land-fast ice generally navigable by heavily built vessels.
-  Sea and land-fast ice generally navigable by unreinforced vessels.

H. O. 122A

Photo #11

25X1

25X1

25X1

25X1

Limit of bay ice

Limit of bay ice

DECHENINSKAYA BAY
KAMCHATKA, USSR

08-10E, 12-14E
USATC 01-1-10
(7x enlargement)

Photo #12

SA-2 SAM site

Causewayed pier approaches

Temporary barracks area

STRELOK STRAIT
NAVAL BASE ANNA

42-52N 132-32E
USATC 0291-6HL

NPIC 65

25X1

25X1

25X1

